

**AMENDMENTS TO THE CLAIMS:**

This listing of claims will replace all prior versions, and listings, of claims in the application:

**Listing of Claims:**

1. (Original) A brake pedal apparatus comprising: a first lever member whose mid portion is pivotably supported on a vehicle body by a first pivot shaft; a second lever member having a pedal on an end thereof and being relatively pivotably connected to an end of the first lever member by a second pivot shaft, to which an input shaft of a booster or of a master cylinder is pivotably coupled; a pivot-inhibiting control means for controlling pivoting of the first lever member so that the first lever member is inhibited from pivoting when a predetermined condition is not established while the first lever member is permitted to pivot when the predetermined condition is established; and a joining means for causing the second lever member to pivot together with the first lever member, with the first pivot shaft being a pivot center, when the first lever member is permitted to pivot, the brake pedal apparatus characterized in that:

the pivot-inhibiting control means comprises an engaging means provided on the first lever member, and a shift-inhibiting control means having an abutting surface onto which the engaging means abuts and being for inhibiting the engaging means from shifting so as to keep its engagement with the engaging means when the predetermined condition is not established, and for permitting the engaging means to shift so as to cancel its engagement with the engaging means when the predetermined condition is established and

the abutting surface of the shift-inhibiting control means is an abutting surface whose shape does not change abruptly.

2. (Original) The brake pedal apparatus as set forth in claim 1, characterized in that:

the joining means includes a catch member provided on the first lever member and a connecting member provided on the second lever member and being latchable onto the catch member and

the connecting member is configured to be controlled by the shift-inhibiting control means so that it does not latch onto the catch member when the predetermined condition is not established while it latches onto the catch member when the predetermined condition is established.

3. (Currently Amended) The brake pedal apparatus as set forth in claim 3 2, characterized in that:

the catching member has a predetermined number of tooth (teeth) or groove(s), and the connecting member is provided pivotably on the second lever member and includes an engaging-and-connecting lever having a latch pawl being latchable with the tooth (teeth) or the groove(s) and

the engaging-and-connecting lever is controlled by the shift-inhibiting control means so that the engaging-and-connecting lever is set at a position such that the latch pawl does not latch with the tooth (teeth) or groove(s) when the predetermined condition is not established, while the engaging-and-connecting lever is set at a position such that the latch pawl latches with the tooth (teeth) or groove(s) when the predetermined condition is established.